



CITY OF CHINO HILLS

2001 GRAND AVENUE
CHINO HILLS, CALIFORNIA 91709-4869
(909) 364-2600 ♦ (909) 364-2695 FAX

City Council:

Ed M. Graham
W.C. "Bill" Kruger
Gary G. Larson
Gwenn E. Norton-Perry
James S. Thalman

December 18, 2002

Ms. Angela Steele
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Chino Airport – Airport Master Plan Update – CEQA Initial Study

Dear Ms. Steele

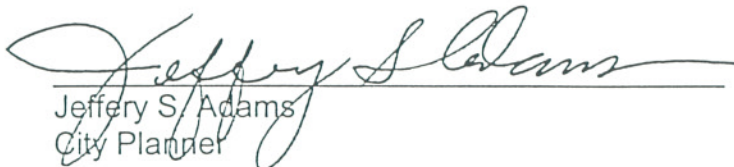
Thank you for the opportunity to review the project description for the Capital Improvement Program for the airport. Staff is interested in any potential impacts the airport expansion might create relative to the City of Chino Hills. Based on the proximity of the airport to the City, we would like the following questions included and addressed in the initial study.

1. Will the proposed expansion allow a different type of aircraft to utilize the airport that cannot do so currently?
2. What is the anticipated increase in use generated by the improvements?
3. Will the hours of operation be changed based on the improvements?
4. Will the proposed plan update result in any changes to land use restrictions or review requirements within the City of Chino Hills?

Again, the City of Chino Hills appreciates the opportunity to provide input into the planning process. If you have any questions please contact me at (909) 364-2751. Thank you.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT


Jeffery S. Adams
City Planner



**DIVISION OF
LAND RESOURCE
PROTECTION**

■ ■ ■

801 K STREET
SACRAMENTO
CALIFORNIA
95814

PHONE
916/324-0850

FAX
916/327-3430

TDD
916/324-2555

INTERNET
consrv.ca.gov

■ ■ ■

**GRAY DAVIS
GOVERNOR**

**DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA**

January 24 2003

VIA FACSIMILE (816) 524-2575

Ms. Angela Steele, Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Chino Airport - Airport Master Plan Update - CEQA Initial
Study

Dear Ms. Steele:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has received your letter of October 31, 2002 regarding the above-referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. Your letter requests information in preparation of an Initial Study regarding environmental resources and land under Williamson Act contract that may be affected by the project. We offer the following comments with respect to the project's impacts on agricultural and Williamson Act land.

Williamson Act

The project involves the short-term and long-term capital improvement plan for the Chino Airport in San Bernardino County. Enclosed with the letter is a map and brief description of the proposed improvements. With respect to adjacent Williamson Act land, the Department recommends that you contact the County Assessor for a current map of Williamson Act land under contract and within an agricultural preserve. An agricultural preserve is a designated area within which land may be placed under contract. For some counties, the boundaries of a preserve and its contracted land are the same. For others, a preserve may contain land under more than one contract. The Assessor should also have the most current enrollment status of the adjacent parcels. At this time, the most current information the Division has appears to show prime agricultural contracted land directly impacted by the expansion planned for the MALSR at the eastern boundary and expansion of runway 3-21 at the southern boundary. Other contracted parcels appear to surround the western and southern airport boundaries. If the County is

Ms. Angela Steele
January 24, 2003
Page 2 of 4

not able to help with this information, please contact the Division at the address or phone listed below.

Williamson Act contracted land is enforceably restricted to agricultural uses and specified compatible uses, thereby protecting the land from urban development. Contracts are automatically renewed on an annual basis for a minimum 10-year period, and successor landowners must abide by the contract restrictions as the contract runs with the land.

As a general rule, land can be withdrawn from Williamson Act contract only through the nine-year nonrenewal process. Immediate termination via cancellation is reserved for "extraordinary", unforeseen situations (See Sierra Club v. City of Hayward (1981) 28 Cal.3d 840, 852-855). Furthermore, it has been held that "cancellation is inconsistent with the purposes of the (Williamson) Act if the objectives to be served by cancellation should have been predicted and served by nonrenewal at an earlier time, or if such objectives can be served by nonrenewal now" (Sierra Club v. City of Hayward).

- If cancellation is proposed, notification must be submitted to the Department prior to a board of supervisor's or city council's consideration of a proposal for tentative cancellation (Government Code §51284.1). The board or council must consider the Department's comments prior to making a decision on the proposal. Required findings must be made by the board or council in order to approve tentative cancellation. Cancellation provisions involving 20-year Farmland Security Zone (FSZ) contracts include additional limitations. We recommend that an Environmental Impact Report (EIR) include discussion of how cancellations involved in this project would meet required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation. (The notice should be mailed to Darryl Young, Director, Department of Conservation, c/o Division of Land Resource Protection, 801 K Street MS 13-71, Sacramento, CA 95814-3528.)
- Termination of a Williamson Act/FSZ contract by acquisition can only be accomplished by a public agency, having the power of eminent domain, for a public improvement. The Department must be notified in advance of any proposed public acquisition (Government Code §51290 - 51292), and specific findings must be made. The property must be acquired by eminent domain or in lieu of eminent domain in order to void the contract. The public agency must consider the Department's comments prior to taking action on the acquisition. We recommend discussion in the EIR of whether such action is envisioned by this project and how the acquisition will meet the required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation to the address noted above.
- If any part of the site is to continue under contract, or remain within an agricultural preserve, after project completion, the EIR should discuss the proposed uses for those lands. Uses of contracted and preserve land must meet compatibility

Ms. Angela Steele
January 24, 2003
Page 3 of 4

standards identified in Government Code §§51238 - 51238.3 and 51296.7. Otherwise, contract termination (see above) must occur prior to the initiation of the land use, and the preserve must be disestablished.

- Agricultural Preserves are intended to create a setting for contract-protected lands that is conducive to continuing agricultural use. Therefore, the uses of agricultural preserve land must be restricted by zoning or other means so as not to be incompatible with the agricultural use of contracted land within the preserve (Government Code §51230). The EIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the project.

CEQA and Agricultural Impact Analysis

With regard to CEQA, it is important to note that a project may have significant impacts to both agricultural land and the contract status of that land. A project that effects termination of a Williamson Act contract, which enforceably protects agricultural land for a minimum of 10 years, is considered to have potentially significant impacts as a result of contract termination. The potential future termination of adjacent contracts may also contribute to significant impacts, and affected contracted land that is prime agricultural land adds to the potential significance.

The Division's Farmland Mapping and Monitoring Program (FMMP) classifies and maps farmland and its productive capability throughout most of the State of California (State). Conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance is considered a potentially significant adverse impact. If available, we recommend use of these maps to identify potentially impacted land by acreage and productive capability. The FMMP farmland conversion tables may provide useful historical data to combine with prospective information in the required discussion of the project's cumulative impacts on agricultural land. The Division also recommends the use of the California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The County may have a current FMMP map. The maps, conversion tables and LESA Model are available from the Division at the contact listed below.

Mitigation Measures

Although the direct conversion of agricultural land and other agricultural impacts are often deemed to be unavoidable by an agency's CEQA analysis, mitigation measures must nevertheless be considered. The adoption of a Statement of Overriding Considerations does not absolve the agency of the requirement to implement feasible mitigation that lessens a project's impacts.

Ms. Angela Steele
January 24, 2003
Page 4 of 4

The Department encourages the purchase of agricultural land conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If high quality land is converted or a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, we recommend that this ratio be increased. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation. The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370. At least one California court has ruled that conservation easements should be considered as a reasonable mitigation measure for the loss of agricultural land (El Toro Land Use Planning Authority, et al v. County of Orange, et al, San Diego Superior Court #710123, January 6, 1998).

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area. Information regarding agricultural conservation easements is available from our California Farmland Conservancy Program (CFCP) at the contact listed below. Please also visit our website at <http://www.consrv.ca.gov/dlrp/index.htm>.

Thank you for the opportunity to provide comment for your preparation of this project's Initial Study. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 13-71, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,



Erik Vink
Assistant Director

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

RECEIVED

JAN 13 2003

*Flex your power!
Be energy efficient!***LAND USE SERVICES DEPT.
AVIATION PLANNING DIVISION**

January 8, 2003

Mr. Jim Squire
San Bernardino County Planning Department
385 North Arrowhead Avenue, 3rd Floor
San Bernardino, CA 92415-0812

Dear Mr. Squire:

Two proposed school sites have been designated within two miles of the Chino Airport. Under Section 17215 of the Education Code, the California Department of Transportation, Division of Aeronautics, must give notice to the owner and operator of an airport within two miles of a proposed site who shall be afforded the opportunity to comment on the proposed school site.

Additionally, we would like comments from your department as they relate to your airport land use policies and, in particular, the Comprehensive Land Use Plan that the planning department has developed for the airport.

Enclosed are maps depicting the location of the sites. Please ensure that the **Division of Aeronautics receives your comments by February 7, 2002, to meet our mandated response date.** If no reply is received by this date, it will be assumed that no comment or objection is forthcoming.

If you have any questions or if I may be of assistance, please contact me at (916) 654-5284 or via e-mail at kurt.o.haukoehl@dot.ca.gov.

Sincerely,

KURT O. HAUKOHL
Aviation Safety Officer

Enclosures

c: Mr. Bill Ingraham, A.A.E., Director
County of San Bernardino

"Caltrans improves mobility across California"

B-15

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport



COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

FILE
20507
2-18-03

February 4, 2003

Kurt Haukohl
Aviation Safety Officer
Department of Transportation
Division of Aeronautics, M.S. # 40
P. O. Box 942873
Sacramento, CA 94273

Dear Mr. Haukohl:

Thank you for the opportunity to comment on the two proposed school sites designated within two miles of Chino Airport.

The school sites are south of the airport and are located in Safety Zone III and Referral Area C as designated in the Comprehensive Land Use Plan (CLUP) dated November 1991. Generally there are few restrictions on residential uses within these areas except for a strong emphasis limiting large assemblies of people. Land use activities that may present visual, electronic, or physical hazards to aircraft in flight should be avoided in these areas and all other safety zones.

The school site closest to the airport is only 675 feet from Kimball Avenue, which represents the south boundary of the airport. There are three factors that could generate single-event noise (SENEL) well in excess of 60 dB.

1. Immediately north of the school site are four large hangars, each approximately 52,000 square feet. These hangars are typically used for storage of corporate jet aircraft or are used for aircraft manufacturing and engine repair. Engine run-ups are common with these activities.
2. The airports longest runway (7,000 feet) is also closest to the school. Due to the runways length, larger aircraft request its use due to aircraft operational and performance characteristics.
3. The school site also rests within the confines of the airports traffic pattern. Flights in either direction will be audible inside classrooms and outside on playgrounds.

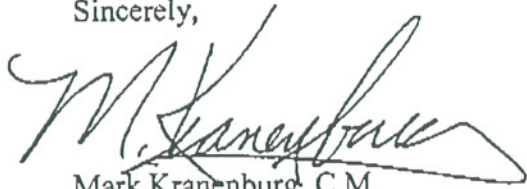
Mr. Kurt Haukohl
February 4, 2003
Page 2

The CLUP recommends that schools constructed in areas exposed to such noise levels undergo detailed analysis to explore noise reduction requirements and noise insulation design features.

The second school site, although better located than the first site in relation to the airport, still may find airport noise and air traffic activity bothersome.

I can be reached at (909) 387-7800 if you have any questions or require further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'M. Kranenburg', with a stylized, flowing script.

Mark Kranenburg, C.M.
Assistant Director

cc: Jim Squire, Senior Associate Planner
James Jenkins, Chino Airport Manager

LOOKING

L.D. KING, INC.
2181 CONVENTION CENTER WAY
SUITE 100
ONTARIO, CA 91784
(909) 937-0200

GRAPHIC SCALE
0 500 1000 2000
(IN FEET)
1 Inch = 1000 ft

SCALE 1"=1000'



B-18

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94278-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

FILE

20528

2-18-03

AIRPORTS 0213'03 AM 0918

CND Land Use 152X5



Flex your power!
Be energy efficient!

February 11, 2003

Mr. Kent Van Gelder
School Facilities Planning Division
California Department of Education
721 Capitol Mall
P. O. Box 944272
Sacramento, CA 94244-2720

Dear Mr. Van Gelder:

Thank you for your request dated January 7, 2003, and in response to Section 17215 of the State Education Code, the California Department of Transportation (Department), Division of Aeronautics, analyzed two school sites proposed by the Chino Valley Unified School District. The proposed sites are located approximately 2500 feet south and 8000 feet south of the approach end to Runway 26L at the Chino Airport.

Our analysis consisted of a thorough review of our files concerning the public use Chino Airport, including but not limited to airport layout plans and vicinity maps depicting the relationship of the airport's traffic patterns to each proposed school site. In addition, the Airport Manager and San Bernardino County Planning Commission were offered the opportunity to comment or respond. We also refer to the California Airport Land Use Planning Handbook (CALUP) for guidance in our evaluation. On January 13, 2003, we conducted an aerial and ground evaluation of the proposed school sites. Additionally we reviewed a draft Master Plan for the Chino Airport that is currently in circulation.

Chino Airport has been constructed and expanded to accommodate large aircraft, and has consistently increased capacity and heavy aircraft traffic operations. Instrument approaches to the airport utilize parallel Runways 26L and 26R predominantly and all have missed approach procedures that require southbound left turns that potentially overfly both of these sites. Due to topography and airport layout, the traffic pattern flown for the large Runway 26L pass over the proposed school sites, typically at greater than 1000-1500 feet above the ground. Airport usage as a very large aircraft maintenance base and flight training facility may generate inconsistent high frequency usage during irregular hours.

"Caltrans improves mobility across California"

B-19

Utilization of the Chino Airport runway complex is such that flights in either direction will be audible inside classrooms of normal construction and outside on playground areas at these proposed locations. Due to relatively low background noise levels typical in this area, and the sensitivity of nearby residents, single event aircraft noise above 60 dB CNEL is likely to produce complaints from school administrators, and possibly parents of some students. For schools constructed in this proximity to the airport, we strongly recommend that all classrooms include requirements for acoustic performance and air circulation systems (or air conditioning) that will ensure interior noise levels suitable for learning. Single event noise can be more disruptive to the learning process than high ambient noise levels.

The San Bernardino Department of Airports stated that both proposed sites are within Safety Zone III, as defined in the Comprehensive Land Use Plan (CLUP) for the Chino Airport. Within Safety Zone III a strong emphasis is placed on limiting large assemblies of people in uses such as: Hospitals, stadiums and arenas, regional shopping centers and other high density concentrations of people.

Assistant Director for the San Bernardino Department of Airports, Mark Kranenburg provided the following comments: *"The school site closest to the airport is only 675 feet from Kimball Avenue, which represents the south boundary of the airport. There are three factors that could generate single-event-noise (SENEL) well in excess of 60dB. (1). Immediately north of the school site are four large hangers, each approximately 52,000 square feet. These hangers are typically used for storage of corporate jet aircraft or are used for aircraft manufacturing and engine repair. Engine run-ups are common with these activities. (2). The airports longest runway (7,000 feet) is also closest to the school. Due to runway length, larger aircraft request its use due to aircraft operational and performance characteristics. (3). The school site also rests within the confines of the airport traffic pattern. Flights in either direction will be audible inside classrooms and outside on playgrounds. The CLUP recommends that schools constructed in areas exposed to such noise levels undergo detailed analysis to explore noise reduction requirements and noise insulation design features."*

The Department cannot guarantee the safety of these school sites, or any other site. We found based upon Department guidelines, CALUP compatibility guidelines, the CLUP, and our site evaluation that the proposed northern most school site adjacent to Kimball Avenue and Grove Avenue should be avoided unless no feasible alternative is available. This site lies within all three airport runway Traffic Pattern Zone(s) (TPZs).

The southern most proposed school site, south of Pine Avenue and along Comet Avenue, is outside of all runway TPZ(s), is considered a compatible land use by the CALUP, the CLUP, and the Department guidelines, and therefore the Department does not object to acquisition of this proposed school site.

"Caltrans improves mobility across California"

Mr. Kent Van Gelder
February 11, 2003
Page 3

If these sites are not acquired by February 11, 2008, another site evaluation by the Department is required before acquisition of either school site.

Sincerely,

Original Signed by

KURT O. HAUKOHL
Aviation Safety Officer

bc: Mr. Mark Kranenburg, C. M.
Assistant Director
Airports Department -- County of San Bernardino

B-21

"Caltrans improves mobility across California"

Angela Steele

From: Christopher M. Hugunin [chrish@coffmanassociates.com]
Sent: Friday, December 13, 2002 3:04 PM
To: 'Molly Waller'; asteele@coffmanassociates.com
Subject: FW: Chino Airport flood plain

FYI. No 100 year floodplain at Chino.

Christopher M. Hugunin, C.M.
Senior Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
816.524.3500
816.524.2575 - fax
www.coffmanassociates.com

-----Original Message-----

From: Ingraham, Bill [mailto:BIngraham@airports.sbcounty.gov]
Sent: Friday, December 13, 2002 2:42 PM
To: 'Christopher M. Hugunin'
Subject: FW: Chino Airport flood plain

Chris, I am faxing the diagrams to you. Bottom line, we are not in the 100 year, nor were we.

Call me if you have any questions.

Bill Ingraham, AAE
San Bernardino County
Director of Airports

-----Original Message-----

From: Miller, Ken
Sent: Friday, December 13, 2002 12:08 PM
To: Ingraham, Bill
Subject: RE: Chino Airport flood plain

Bill, I have reviewed the maps for the area. The 7 Oaks Dam does not have any impact on the area. Some areas of the Airport are in Zone D (areas in which flood hazards are undetermined), Zone X shaded (areas of 500 year flood or areas of 100 year flood with depths less than 1 foot) and Zone X unshaded (areas determined to be outside of the 500 year flood area). The Zone X shaded areas are essentially to the east of Grove Ave. Zone D and Zone X unshaded areas generally affect the airport to the west of Grove Ave. I have copies of the portions of the maps that affect the airport if you are interested in these. Ken Miller

-----Original Message-----

From: Ingraham, Bill
Sent: Friday, December 13, 2002 9:08 AM
To: Miller, Ken
Subject: Chino Airport flood plain

Hi Ken, did you get a chance to check on the flood plain at Chino Airport?

We were questioning the effect, if any, of the 7-Oaks Dam, and whether or not there are updated flood

plain maps.

Bill Ingraham, AAE
San Bernardino County
Director of Airports